

Today's Advertisements.

HONGKONG RIFLE ASSOCIATION.

LONG RANGE CUP AND SPOONS.

THERE will be a COMPETITION for the above TO-MORROW (SATURDAY), the 7th instant, at 3 P.M.
RANGES.—700 and 800 yards.
Ten Shots and one Sighter.
Conditions as usual.

MOWBRAY S. NORTHCOTE,
Hon. Sec.

Hongkong, 6th January, 1899. [23]

THE NORWICH UNION FIRE INSURANCE SOCIETY.

FOUNDED 1797.

AMOUNT INSURED £3,300,000
LOSSES PAID £12,950,000
PREMIUM INCOME £887,000

THE Undersigned Agents for the above Society are prepared to accept RISKS against Fire at CURRENT RATES.

DAVID SASSOON, SONS & Co.,
Hongkong, 6th January, 1899. [24a]

WANTED.

GENTLEMAN requires COMFORTABLE BEDROOM and BREAKFAST.

Reply stating Terms to "C.D."

C/O ACHIE & Co.
Hongkong, 6th January, 1899. [28a]

PASSAGE TO LONDON

BY SAILING VESSEL.

THE Al Steel Ship

"KENSINGTON,"
Sailing about the 16th instant, has accommodation for two Saloon passengers, Good table kept, Bath, a Steward, and has splendid promenade deck, good opportunity for parents wishing to send two boys to school in England. Voyage will probably be made in 100 Days.

Apply to

HOLLIDAY, WISE & Co.,
Praya Central.

Hongkong, 6th January, 1899. [29a]

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"EIDSVOLD,"
Captain Anderson, will be despatched as above on TUESDAY, the 24th instant, at 3 P.M.

For Freight, apply to

JARDINE, MATHESON & Co.,
Agents.

Hongkong, 6th January, 1899. [26a]

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"INDRANIL,"
Captain Trotter, will be despatched as above on or about the 20th February.

For Freight, apply to

JARDINE, MATHESON & Co.,
Agents.

Hongkong, 6th January, 1899. [25a]

Hotel.

WINDSOR HOTEL,
HONGKONG.

THIS ESTABLISHMENT, situated in the elegant Building known as "CON-NAUGHT HOUSE," offers First-class Accommodation to Residents and Travellers.

Passenger Elevator, from Entrance Hall to each Floor, in charge of experienced Attendant.

Favourable Arrangements made for Families and for Monthly or Extended Periods.

P. BOHM,
Proprietor & Manager.

Hongkong, 3rd April, 1895. [21]

Intimation.

A. S. WATSON & Co.,
LIMITED.

WINE AND SPIRIT MERCHANTS.

ESTABLISHED 1841.

SCOTCH WHISKY.

A.—THORNE'S BLEND, White

Capable £10.50

B.—WATSON'S GLENROCHY

MELLOW BLEND, Blue

Capable, with Name

and Trade Mark 10.80

C.—WATSON'S ABELOUR

GLENLIVET, Red Cap-

sule, with name and

Trade Mark 12.00

D.—WATSON'S H.K.D. BLEND

OF THE FINEST SCOTCH

MALT WHISKIES, Vio-

let Capsule 14.40

E.—WATSON'S VERY OLD LI-

QUOR SCOTCH WHISKY,

Gold Capsule 15.00

THORNE'S BLEND and WATSON'S

GLENROCHY are high class Soda

Whiskies, of greater age than most

brands in the market.

ABELOUR-GLENLIVET is a very old

Peat Whisky, (smoky) and could not

now be replaced in stock at the price.

D is well known for its fine

flavour.

E is of superb quality and pro-

nounced by leading local connois-

seurs to be the best brand in the

Hongkong market.

A. S. WATSON & Co., Limited,

WINE & SPIRIT MERCHANTS.

Established 1841.

The Hongkong Telegraph

HONGKONG, FRIDAY, JANUARY 6, 1899.

NOTES AND COMMENTS.

When we are in the throes of the rainy season we growl and grumble at the muddy state of the Hongkong streets and when a period of drought sets in our voices rise in protest at the dust, and between the two we spend a sorry time, for there appears to be no intermediate stage. At present we are suffering from an excessive amount of dust, but this is not our only cause of complaint. In addition to the dust we have stones, for the long spell of dry weather, by transforming the greater part of the binding matter of the roads into dust, has released chunks of the surface of the road and play havoc with both foot and vehicular traffic. A good example of this state of affairs is to be seen in Cameron Road, Kowloon, which has suffered so severely from the prevailing dry weather as to render it almost impossible for the bare-footed rickshaws to pick their way between the sharp lumps of road metal scattered about, and the result is that they prefer to make a detour in order to avoid this thoroughfare.

The construction of our roads also leaves much to be desired. Either the foundations are bad in the first instance or the metalling is carelessly spread and insufficiently rolled, or is not sufficiently assorted in size to allow of its forming a fairly smooth and even surface. Our roads are full of ruts which give one uncomfortable jars when passing over them in a ricksha, or form miniature water jumps, into which the unwary are liable to plunge in rainy weather. Then when the rut grows sufficiently deep and large to attract the attention of the P.W.D.—and it requires a regular chasm to do so—along come a few coolies and ram a patch into place which soon sets hard and illustrates the proverb of the new patch on the old garment. In other words the road commences to break up on either side of the patch and two ruts are quickly formed—where before but one existed.

The Director of Public Works in his last half-yearly report, called attention to a new road metal, which he had discovered and explained its advantages at some length. It would be interesting to know on what roads the new metalling has been used in order that the public might be able to see for themselves its durability or otherwise. We should like to see this point made clear in the coming half-yearly of the Public Works Department.

REUTER'S TELEGRAMS.

FRANCE.

LONDON, January 4th.

A statement has been published on behalf of Prince Victor Bonaparte in which he declares that he is preparing to act as soon as events, which are nearer than supposed, occur. The Prince says it is useless to attempt anything by legal means and that he is therefore planning to act by force, aided by the Military prestige and talent of his brother Prince Louis.

THE INSURGENTS IN THE PHILIPPINES.

A Spanish official telegram states that the insurgents at Balabac have massacred all the Spaniards in Balabac (Palawan) with the exception of the women.

WEATHER REPORT.

The Observatory report says.—On the 5th at 11.50 a.m. The barometer has fallen on the China coast. The high pressure area is spreading over Japan. Gradients moderate with fresh monsoon on the coast, and in the N. part of the China Sea. FORECAST—fresh to N.E. winds; fair.

LOCAL AND GENERAL.

At the January sale of opium at Calcutta Patna realized Rs. 1,142 and Benario Rs. 1,140.

AFTER a thorough search the launch, which was yesterday sent out to look for the body of Wilson, the second steward of the *Glenloch*, returned unsuccessful.

FOR supplying intoxicating liquors during prohibited hours, viz. 5.50 a.m., the proprietor of the Colonial Hotel was bound over in the sum of \$100 to be of good behaviour for six months.

A RICKSHAW coolie was fined \$10 for refusing to accept hire when unemployed in Queen's Road, and another rickshaw coolie was fined the same amount for refusing to complete the journey for which he had been engaged.

THUS the New York correspondent of *The Scotsman* writing under date of 30th Nov. ber.—"The War Department purposes sending a strong force to Iloilo, whence it can be distributed to other place where its presence may be necessary pending the evacuation by the Spanish army."

ACCORDING to native advices, owing to the recent failure of a native bank in Soochow financial transactions there have been much hampered. It is stated that the bankrupt bank has appointed trustees to liquidate the estate and after paying off all the official deposits in full, a dividend will be declared to other depositors.

AFTER the gunpowder explosion in Hangchow, the high authorities ordered an official to Hsichow to purchase 5,000 piculs of sulphur and saltpetre for the manufacture of gunpowder to replace those lost at the explosion. A manufactory of smokeless powder will shortly be established there and further purchases of sulphur and saltpetre will be made.

A LARGE number of shareholders and their friends accepted the invitation of the Directors of the Shanghai Shipbuilding, Engineering, and Dock Co., Ltd., to view the docks and works, which are nearing completion, at Pootung on the 28th ulto. The dock bids fair to be soon finished and the works seem of a very substantial character.

A NEW mode of punishment has been resorted to, says the *Universal Gazette* by the Soochow authorities in dealing with the local offenders. On the 27th ulto. three of them were ordered by the Chief Deputy of Police, Liu, to be bamboozed and afterwards to have all their hair shaved off leaving two little tufts on each side. These are plaited with red cotton cords and the offenders are then paraded through the city in cages.

MR. Pritchard Morgan, who has obtained several mining concessions in the North of China, accompanied by his private secretary, Mr. John Green, passed through in the *Prinze Heinrich*, which left this morning for London. We understand that Mr. Morgan is well satisfied with his mission to China, and that he will probably return early next summer to personally superintend the gigantic schemes which he wishes to carry out in the Province of Szechuan.

A DESPATCH from Nanking to the *Universal Gazette* says that Viceroy Liu Kunyi has decided to permit the extension of the Saigon and Ningpo Roads in the French Settlement after the French had paid a full indemnity for the Chinese shot during the Ningpo Joss House disturbance; but the rest of the demands cannot be acceded to. On the 24th ulto, Count de Bezaure again communicated to the Viceroy the six demands previously made, with the modification that the demand for ground from the little East Gate to the Chinese Bund to be included in the French Settlement, could be amicably considered. No step towards a satisfactory conclusion has been made and there is a deadlock. The *Despatches* is still moored off Hsia Kuan and the commander of the British man-of-war is said to have declared that he would stay as long as the French do so. On the 22nd ulto, a party of men from the *Despatches* went ashore near the forts to cut down some fir boughs for Christmas, decoration and a conflict was expected between them and the Chinese garrison. Things were, however, put straight by the interpreter of the Bureau for Foreign Affairs who went on board the *Despatches* to apologise to the French.

THE *China Gazette* of the 29th ulto. says.—Very little has been heard of late respecting the doings of the French Consul-General at Nanking before which we believe he is still sitting down in the *Despatches*, in sullen determination to tire the old Viceroy out by the sheer force of his pertinacity. The Chinese report that the Russian cruiser *Grimshitsky* is now anchored off that city with the apparent intention of strengthening the demands of Count de Bezaure and backing up the *Despatches*. But this is a mistake; as the Russian cruiser left the Yangtze three or four days ago for Port Arthur. Two British warships, the *Iphigenia* and *Linnets*, still keep watch and ward off the city with the obvious idea of giving the Viceroy Liu strength to refuse and backbone to maintain his refusal to the insolent and most unjustifiable French demands. And so the deadlock continues; neither party has as yet given way, and so long as old Liu keeps his courage up and the big guns in his forts shotted all will be well, for it is a matter of common knowledge that no force the French can bring against him, even if they had a free hand, which they have not, would suffice to frighten him. The whole question is being now threshed out in Paris, and Peking and Nanking is of no importance for the moment. We do not believe that the Russians will do very much to support the *Despatches* particularly as the British seem ranged on the Chinese side, but it is as well that Liu Kunyi should be reminded of the complete safety of the game he plays as long as he gives nothing away. If he gives way to the French he will have to face the whole gamut of the independent demands for concessions and settlements from every Power having treaties with China. By holding out against one he will stave off endless demands from all quarters.

PROPOSED TONNAGE DUTY AND THE NIPPON YUSEN KAISHA.

Commenting upon the proposed tonnage duty for ships, a bill in favour of which is now awaiting the decision of the Diet, the *Shogyo* is of opinion that should such a bill be passed by the Houses it would not only cause hindrance in the development of the shipping business, but it would also be a blow to the Nippon Yusen Kaisha as is demonstrated by the following table of its services and tonnage.

As will be seen the total tonnage on the Company's ships, now engaged in foreign shipping services, comes up to 134,130 tons, so that in the event of a tonnage duty being imposed at the rate of 30 yen per ton the entire sum thus to be brought under contribution will be considerable, about 4,000,000 yen per year. Under these circumstances the *Shogyo* says that so long as the Yusen Kaisha is favoured with the yearly subsidy of 880,000 yen towards its foreign services under the Navigation Encouragement Law it cannot but be recognized that the proposal for levying the tonnage duty would entirely defeat the purpose of the encouragement and expansion of shipping business. We (*Yapen Times*) cannot believe that the imposition of 40,000 yen upon an aggregate tonnage of 134,000 as instanced by the *Shogyo*, will defeat the ends of the Navigation Encouragement Law.

European service..... 77,317

American service..... 11,918

Australian service..... 10,992

Bombay service..... 13,899

H'kong-Vladivostok service..... 3,668

Yokohama-Shanghai service..... 7,668

Kobe-Tientsin service..... 1,499

Kobe-Vladivostok service..... 2,899

For Special service..... 4,435

THE Yellow Dwarf (Mr. H. Seth) wasn't yellow at all; he had a good deal of red about his body; but he was quite ugly enough to suit any one's fancy. Altogether, Mr. Seth played his part very well.

The make up of the Demon Cat (Mr. M. D. Silas) was very good, and he performed the usual antics of an energetic and highly respectable Thomas.

The Knave of Hearts (Mr. E. P. Skrimshire) although described as an unfortunate misguided youth, didn't look as if he was either lost, or unfortunate, in fact he looked particularly happy, and not a bit sorry that the Maid of Hearts didn't return his love.

The Good Fairy of Miss Sayer reminded us of the lady with wings that we used to worship when we were little boys in knickerbockers. She looked very pretty and spoke her lines well.

The Kitchen Maid (Mr. H. S. Holmes) and the Chamberlain (Mr. Arthur Chapman) were well groomed looking creatures, but we would rather see them at the Royal Palace, than in our own household.

"THE YELLOW DWARF"

FIRST PERFORMANCE BY THE A. D. C.

At the Theatre Royal, City Hall, last night the Hongkong Amateur Dramatic Club gave their first performance of the pantomime of "The Yellow Dwarf, or Harlequin, the Knave of Hearts and the Fair Princess." Hongkong is proud of its A. D. C. and the yearly coming to us of the events of the season, so that it was not surprising to find a large crowd collecting outside the Theatre some time previous to the opening of the doors and long before the curtain rose the house was crowded. In the stalls and dress circle hardly a seat had been left unbooked and the result was that many people were disappointed in obtaining seats.

With the plot of the piece, if a pantomime can be said to have a plot, everyone is acquainted, and if the education of any of our readers has been neglected in this respect, we must refer them to the Cast of Characters and Synopsis of Scenery, which will supply all necessary information on the subject. The scenery, which was designed and executed by Mr. Bird and his assistants, was exceedingly artistic and eminently suited to the pantomime. The "Orange Grove" scene was perhaps the prettiest of the lot, but all were so well executed and carefully thought out that it is difficult to bestow praise upon them, otherwise we should be obliged to take them in order, omitting none. The transformation scenes "Under the Sea" was very beautiful, the fishes being particularly lifelike, while the opening of the scallop shell which brought to view Miss Phyllis Seth, a dainty little dark-eyed maid, snugly ensconced within the shell was most effective and was applauded to the echo. The Harlequinade scene, laid in Victoria Street, Kowloon, in 1900, was, as all well regulated scenes of this description should be, comic in the extreme. The "Kowloon Branch" of our very own Bank was depicted in the centre with a prominently displayed thermometer "well" in evidence showing the fluctuations of the "slightly dollar," the bank being flanked by the regulation lodging houses, the usual shop, and last, but not least, the office of the "China Snail."

Of Mr. G. H. Sexton (the King of Hearts) two many good things cannot be said. We feel sorry that his Royal Highness had such a tarter of a Queen, but when he sung or cracked any of his royal jokes we laughed long and loud. Occasionally he so far forgot himself as to batter his Queen, but the wretch deserved it. His Majesty was troubled with two things—a liver and art supplements. The scene in which he worships the picture of the Queen, whom he supposes to be lost, and then invites her to "come on" was awfully funny, and brought down the house. The domestic quarrels of the Royal pair were exceedingly amusing, but when the household furniture also took a part in the quarrel we felt rather alarmed. Their advice to their daughter on the day of her wedding showed that they had had much experience, on the matter. His Majesty tried to win the heart of the Maid of Hearts, but his Queen came in sight and so he had to leave hurriedly. From the time that his Majesty takes breath first until the fall of the curtain in the last act Mr. Sexton thoroughly amused and pleased the audience, he was never dull. It is hard to know which to praise most, his singing or his dancing. Perhaps "Le Café Chantant" was the best of his songs. His sporting dress, with the life-buoy collar, into which his head occasionally sank, was as funny as anything could be.

The Queen of Hearts (Mr. G. A. Caldwell) was a frivolous and naughty creature; she was a tarter of the blackest dye, and made herself so objectionable and suspicious of the King's actions that it was not to be wondered at that when he heard of her calamity by performing his extremely good and mad dances. The Queen had no dignity about her person, but she had a tongue, and knew how to use it. She adopted the very latest fashions, and her dances were excellent. Queens don't as a rule dance in the Royal kitchen, but the Queen of Hearts is an exception; in fact she danced anywhere that she could find room to smite the air with her royal legs. Some of the dances she performed with a grace worthy of a queen. Her smiles would strike terror into the heart of any man. Mr. Caldwell doesn't possess the voice of a nightingale, but he makes one of the loveliest and most disreputable Queens we have ever had the pleasure of looking on. His *bon mots* and erratic dancing kept the house in a continual state of laughter.

Mrs. Fullerton, as the Princess Ailbhe, by her bright acting and very pretty and pleasing voice delighted every one. All her songs were most enthusiastically applauded and encored. She looked exceedingly pretty, both in her short frocks before she met the sad Prince Dulcimar, and in the beautiful white silk dress at the marriage ceremony. Her first song "Cupid and I" was the best sung and prettiest song of the evening, and she well deserved the beautiful bouquet that was handed to her.

Prince Dulcimar (Mr. F. P. Harold) looked and acted like the good young man the love sick prince was supposed to be; he sighed and he moaned as the orthodox prince in love with a princess always does. But having won the heart of such a charming Princess as Mrs. Fullerton (in a fine white silk dress) too, he certainly might have smiled, and he did look to look a little happier; he had looks indicated a funeral rather than a wedding. The Prince's songs were well sung, the first one in particular, and one could at once see that he had a bad attack of love sickness.

The Wicked Fairy, a horrible old cat, was capably played by Mr. J. F. Noble. Mr. Noble makes a good substantial fairy without any delicate corners. When she flitted over the green glades or danced along the daisies it rather forcibly reminded us of an elephant dance we once saw at a circus. This fairy had no reverses, but the hands of all was at the last when she was transformed into a sampan woman, and compelled to carry on her back a child possessing feet of enormous dimensions. The Maid of Hearts (Miss Murray Bain) is occupied most of the time scoring the love of the Knave of Hearts, or of any other Knave, which she does remarkably well. Her first song "Kentucky Babe" was well rendered and received an encore.

The Yellow Dwarf (Mr. H. Seth) wasn't yellow at all; he had a good deal of red about his body; but he was quite ugly enough to suit any one's fancy. Altogether, Mr. Seth played his part very well.

The make up of the Demon Cat (Mr. M. D. Silas) was very good, and he performed the usual antics of an energetic and highly respectable Thomas.

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The Kitchen Maid (Mr. H. S. Holmes) and the Chamberlain (Mr. Arthur Chapman) were well groomed looking creatures, but we would rather see them at the Royal Palace, than in our own household.

The dresses of the Chorus, designed by Miss Alias (whose real name is—but no, we promised not), Messrs. Sexton and Noble, were very pretty and becoming as regards the colors, cutters, puffs and heralds, while those of the cooks, flunkies, cats, monkeys, demons, and other "furious and untamed animals," as the programme styles them, were triumphs of imaginative design. The orange and lemon dresses of the "Orange Grove" ballet were most effective and blended capitally with the scene for which they were designed. The costumes worn by the Misses Remedios in the fan dance were most becoming, being diaphanous affairs of a rather pale blue, and admirably adapted to show off the graces of these two artistic little maddis, and it is seldom that Hongkong is treated to such a display of talent as was exhibited by them last night. The dresses of the *pas de six* or "ribbon dance," were very effective, especially when rainbow lights were thrown upon them, and the tinkling jingle of the silver bells attached to the ends of the ribbons was very pleasing. The costume worn by Miss Anita d'Almada e Castro in her skirt dance deserves especial praise. It was of a rich burnished copper and had a very dazzling effect with this graceful little lady flitted about the stage with the electric light playing upon her. The gavotte, which was danced in Elizabethan costumes, was much appreciated, though perhaps its slow and stately measure does not appeal to the audience so much as the more sprightly ones of the other dances. The costumes were very artistic and becoming to the wearers and the *tout ensemble* of the scene almost made one imagine that Sir Francis Drake or Sir Walter Raleigh would appear ushering in Queen Bess.

Little Queenie Lambert, as the doll, fairly brought down the house and fairly melted the loud applause with which the conclusion of her dance was greeted, and it was only with difficulty that a second encore could be avoided. We venture to predict that this small lady will not want for floral and other tributes during the run of the pantomime. We really think that the Committee of the A.D.C. should be severely reprimanded with by the Captain Superintendent of Police on account of their impudence in introducing such a charming collection of housemaids to the Colony. We feel convinced that the hearts of the whole of our European Police Force will be broken by them, and then—

Perhaps the most attractive of the dances is the "Georgicallwell" which is as merry a romp as the youngest and sprightliest of the audience could have asked for, the fancy dresses and the particoloured ribbons carried by the dancers lending a pretty variety to the scene, while the grand gallop at the exit with the whole of the dancers cheering and shouting at the top of their voices makes one long to leave the audience and join the jolly throng on the stage. The dances of the King and Queen are beyond description and must be seen to be appreciated. They can only be described as killing and our readers must see them for themselves.

The greatest credit is due to Mr. Caldwell for his arrangement of the dances and the march of cooks and housemaids. We heard it remarked during the evening that better dancing and marching would be difficult to find on a first class pantomime stage at home with professionals instead of amateurs, and for ourselves we fully endorse the opinion expressed.

The task of the stage manager is a thankless one as a rule, for people appreciate the many hours given up to rehearsals and the pains and patience needed to arrange all the little bickerings in the chorus and to see that everything goes with a swing and no "waits" occur. Mr. Mitchell as adapter of the pantomime and as stage manager is therefore deserving of the highest praise, for his energy and untiring zeal in the cause of the A.D.C. that we are treated to these performances in the winter season. On him falls all the hard work and we fear but too little of the honors.

In the Harlequinade there is room for improvement as it was inclined to drag, but this will doubtless be remedied in subsequent performances. Taken as a whole the pantomime cannot be described but as a success and we heartily congratulate the A.D.C. upon their performance and recommend our readers not to miss the treat provided for them.

CAST OF CHARACTERS.

The King of Hearts, who in an absent moment, had proposed to and been accepted by

Mr. G. H. N. Sexton,

The Queen of Hearts, his lawful wedded wife, a regular "Tartar" and mother of

Mr. G. A. Caldwell.

Princess Ailbhe, their only child, a sweet young thing in short frocks who gave up playing with her dolls for the sake of the great

Prince Dulcimar, a Royal Maid who woos and wins her despite the opposition of

Mr. F. P. Harold.

The Wicked Fairy, a horrid old cat whose cruel machinations in conjunction with her nephew

Mr. J. F. Noble.

The Yellow Dwarf, an ugly gnom (all yellow and nasty—ugh) and aided by

Mr. H. Seth.

The Demon Cat, a Grimalkin of the worst feline type nearly spoilt the magic spell of

Mr. M. D. Silas.

The good Fairy, whose story about the Orange Grove almost compassed the death of

friends on board with me. We went to dinner about half past six and were having dinner when Mr. Barrier got up from the table as Mr. Tournay entered. Mr. Tournay followed him out of the room. They had a few words outside. I could not hear the exact words, but heard them talking outside. Mr. Barrier was struck by Tournay. I then went into the saloon and stopped the fighting outside the saloon, and we went back to the saloon all except Mr. Barrier. Tournay came with us. There we had a few words—Tournay and I. He then left Mr. Barrier then came back and we went on with our dinner till the door opened and Mr. Tournay fired at me. I left the room and know nothing more about it.

Prisoner had no questions to ask. By Inspector Howard—the bullet struck me on the left side. I felt a little pain and thought I was wounded. There were two shots fired at me—one past my hand, the powder mark was on my sleeve and I was a little burned on the left hand. Tournay was not very sober, he had a little drink in him. There was no feeling on my part towards Tournay. We were on speaking terms on Christmas morning and had been for the last few months. I identify the bullet produced which was found in my vest.

Edward Holger—sworn, deposed: I am chief officer of the *Riching*. I don't know anything about the shooting or fighting, but I saw the prisoner go ashore about 10 minutes after I went on board on Christmas night. I went on board at about 7.30. When I arrived on board I saw one of Mr. Evelyn's friends running down the ladder. He said there had been some shooting going on. I don't think the prisoner was sober when I saw him leaving the ship. He had not been sober since the morning. He is a very quiet shipmate when he is sober.

Tong Hip toy, a steward on board the steamer *Riching*, cautioned the 3rd engineer was sitting down to dinner at about 6.30 on Christmas night. The 2nd engineer was not there then. The 3rd engineer was in the quarter to 7. When he did the second officer (Barrier) left the table. The 2nd engineer followed him out. Witness heard a struggle outside between the two. The second mate went to his cabin, whereupon the 2nd engineer joined the party in the saloon. The others then advised Tournay to go out and call the second mate back to dinner. The prisoner went and called him but he (Barrier) did not return to dinner. Then the 2nd and 3rd engineer commenced arguing. The 2nd and 3rd engineer went outside after him, the 2nd mate being already outside. Witness next heard noise between them. The second mate and the 3rd engineer returned to the saloon, the 2nd engineer (prisoner) going to his cabin. The 2nd engineer afterwards returned to the saloon while witness was carving in the pantry. Witness heard a report as if of a fire-cracker. The pantry-boy ran away towards the galley, shouting there was a revolver-firing. Witness afterwards reported what he knew about the affair to the captain at his house in Hongkong.

By Inspector Howard—He heard one shot fired and then ran away he saw none of the shots. He never saw the revolver (produced) before. He heard the 2nd engineer and the 2nd officer fighting outside the saloon on two occasions that night. He did not see any of them falling on the deck. He knew of no trouble between the two men.

Inspector Howard re-entered the box and corrected his statement that the weapon was a six-chambered revolver. It was five chambered and the whole five cartridges had been discharged. An extra cartridge (full) was found in the prisoner's possession. At 7.30 on Sunday, the 25th inst., witness went on board the *Riching* and inspected the saloon where the shooting took place. He discovered two bullet marks on the saloon woodwork; one bullet had gone clean through the pantry door and was found on the floor. There was also some blood on the woodwork of the saloon. He could not find the bullet which made the second mark.

The case was remanded till Monday next in order that the evidence of the injured men might be taken in the Hospital—*China Gazette*.

FOOTBALL.

Scotland against the World. Tomorrow afternoon in the Happy valley on the ground of the Hongkong Football Club the annual international football match under association rules will be played between Scotland and the World. The team representative of Scotland is a most formidable collection of well tried players and the world team is an unusually strong one. Scotland will try hard to maintain its hitherto unbroken record while on the other hand the world will make a determined effort for supremacy. Scotland will play in white, the world in colours.

Kick-off at four o'clock—Extra seating accommodation will be provided for ladies. Scotland—J. Burrell (Kowloon) goal; A. S. Auton (H.K.F.C.) and D. Dyer (Kowloon) backs; J. Smilie (Kowloon); G. Wilson (Kowloon); and R. K. Noble (H.M.S. *Hardy*, halves; L. Kano (H.M.S. *Victorious*), E. Millar (H.M.S. *Victorious*), J. R. Greig (K.O.R.), D. Duncan (Kowloon) forwards, and World—F. H. Hew (H.K.F.C.) goal; R. W. Wiles (K.O.R.) and P. C. C. (K.O.R.) backs; W. H. Howard (H.K.F.C.), C. T. Kew (H.K.F.C.) and I. D. Danby (H.K.F.C.), halves; A. R. Lowe (H.K.F.C.), H. W. Looker (H.K.F.C.), Captain, W. B. L. Lethbridge (K.O.R.), J. H. Lloyd (K.O.R.) and W. Barlow (Kowloon), forwards; Referee—Mr W. D. Mayson.

THE OPENING UP OF THIBET.

BRITISH ANNEXATION SUGGESTED. Major L. A. M. de la Motte, writes a letter to the *Express* on the opening up of Thibet. He says: "Having had special opportunities of studying at first hand the geographical and political position of Thibet, I have read with much interest the letter by Mr. A. Little to the *Spectator* of the 17th September last, entitled 'The Value of Thibet to England,' for I have for some time held the view with respect to British annexation which he therein advocates, but I hold it on very much wider and more imperative grounds. Major Waddell then gives proof of the priority of his views on the question, and makes public a memorandum which he wrote some time ago. After pointing out the possibilities of the Russian wedge being interposed between our Indian and Burmese and Chinese possessions by disposing China of her shadowy suzerainty over Thibet, he draws attention to the advantages of British annexation. He observes: 'Our Indian Empire directly borders on Central Thibet by our frontiers of Bengal, Assam, and Upper Burma. Thibet even now is within only about a ten days' ride from our Darjeeling frontier, and by a light profitable railway up the Torsina-Choombi Valley, which I have advocated for many years, could be brought within three to four days from Calcutta. This with the addition of a railway from Assam up the Tsang-Po or Dehing, the natural waterway from the Indian plains to Central Thibet, and the already conceded extensions of the Burmese Railway from Kunlong Ferry on the borders of Yunnan through China to Suchan

on the Yangtze River, these would open up the heart of Thibet to India and Burma. The commercial possibilities of Thibet are immense. Its gold mines are at present practically unworked from superstitious reasons, and are probably among the richest in the world, and should alone make it important.' He speaks of many parts being equal to Switzerland and Cashmere for scenery, and the climate eminently fitted for European colonisation. As to its invasion, he remarks that Thibet is practically defenceless at present against any little well armed force which chooses to push on to Lhasa, and it is to be hoped Russia and Nepal will not seize the opportunity of doing so before England realizes the position. The Thibetans, although formerly warlike and aggressive people, have had all their spirit sucked out of them by many centuries of priestly oppression. They have lost their fighting instincts and courage, and they have no regular arm nor any modern weapons of warfare. I am of opinion, from the intimate study of the Thibetans and their country, that little more than a couple of regiments (one European and one Gurkha) and a mountain battery, would be sufficient to penetrate to Lhasa, and only very few troops would be needed to hold the country. The *Englishman* endorses Major Waddell's scheme, and advocating the forward policy, simply for the sake of having a forward policy, but first for chastisement of the Thibetans who have repeatedly defied us, and for the commercial possibilities and for the dominating position it would give us in the south-west of China.—*Times of India*.

AFFAIRS IN KOREA.

Chemulpo, 16th Dec. 1898. The party feeling which had reached such an exceedingly high pitch of late has been gradually cooling down and may now be fairly considered to have fired out. Looking retrospectively at the late events though at times there may have been some cause for anxiety for the safety of foreigners on the part of those less courageous, the "pitched battles" in the streets cannot be viewed in the light of a regular "sham fight." This is the general opinion here. Nothing can therefore justify the conduct of some people who made political capital out of such a paltry affair by sending sensational telegrams abroad. It would be curious to know who are those who have been sending the telegrams, complained of and otherwise, against the powers that be. Some of the missionaries have always had a finger in the political pie and it is an open secret that they own the *Independent* newspaper. The editor of the *Independent* is said to be the President of the Independence Club and this coupled with the fact that the pupils of so me of the Missionary schools lent an active support to the independentists at the late disturbances furnish a sufficient clue to trace the origin of the telegraphic "bunders" sent to China and Japan. It goes without saying that the late trouble was made a pretext for the other Legations to emulate the Russian and the Japanese in having guards too. The former has a standing guard of twenty cossacks and the latter fifty gendarmes and about 600 soldiers in arms, but it is affirmed that there are many more in civilian attire. Now the British Legation has got back its guard which was withdrawn last year as it was deemed to be of little use. British interests here being so very unimportant. Circumstances have not changed since, and if a British Legation guard was not needed last year it is equally so now. But perhaps H.M.S. representative wishes to have the privilege of having the Emperor under his protecting wing as his Russian colleague once had. The way the Legations here try to outstrip each other cannot be better illustrated than by the old story: "Ma, Billy has more butter on his toast than I have, I want just as much and if possible a little more." But the British Legation had to pay through its nose for its guard. I hear that \$150 alone was paid for the passage of eight men hence to Seoul.

With reference to the episode of the 21/23rd Nov. I cannot dissent in subject without relating the crowning failure of the Emperor holding an open-air meeting, and from a bench erected at the palace gate he addressed the people. The speech was of a very conciliatory nature, full of paternal advice, and it had its desired effect. The people were charmed and one and all vowed that they would be good children in future. So the Peddlers and the Independentists have buried the hatchet for the time being. It should be noted that the Peddlers' guild is a very old institution, its members being small tradesmen of the well-to-do class, while the Independent clique consists of dissatisfied officials out of harness and of the students of the Japanese, English, French and Russian schools. The students of these two latter schools are the greatest mischief makers, while the others are more demure and play the rôle of the proverbial school master abroad to perfection. The ranks of the Independentists are also being swelled by a lot of idlers, or rather gentlemen roughs, who are too lazy to work and ever ready to do all the dirty work of the party. The question in every body's lips is when the new law will be enacted? I suppose it will be soon.

But what is best of all is that the weather here has been lovely, and trade which has been stagnant seems to be reviving. On the 8th instant there was no issue of the *Independent*. I wonder whether the ink has become frozen as the temperature has of late been below freezing point. Whatever is the cause, signs are not wanting that the Independent men are preparing for another face. It is said that they have engaged the services of a lot of fighting men belonging to the Butcher's Guild who are confidently expected to make short work of the Peddlers at the next encounter. The statements made by the Japanese papers that Korea had asked the assistance of Japan to quell the late disturbance must be taken with a big grain of salt. Besides, by the treaty with Russia, Japan is precluded from actively interfering in Korea's domestic affairs. The other statement that the Foreign Representative had an audience with the Emperor is true enough, but it is not equally true that they had tendered any advice. On the contrary they had studiously refrained from doing so. The new adviser to the Postal Department, or Postmaster General, or whatever his rank may be, has arrived. He is a Frenchman, and as genial and courteous as a regular Parisian is. Korea may hope now to enter the Postal Union pretty soon.—*Mercury* Cor.

NOTANDA.

CALENDAR. JANUARY. Meteorological means based on ten years' observations to 1893. Barometer 29.816. Thermometer 50.1. Humidity 77. Rainfall 8.58.

TO-DAY. WEATHER REPORT. On Jan. 6. 1899. Barometer 30.28. Thermometer 60.62. Humidity 56. Rainfall 39.

TO-DAY. Friday, 6th January, 1899. Chinese—25th of 11th moon of 25th year of Kwang-shi. High water—Morning 2hr. 23min. Afternoon 3hr. 35min. Low water—Morning 3hr. 38min. Afternoon 1hr. 12min. ANNIVERSARIES. 1878—Great Fire at Tientsin 1,400 famine refugees burnt to death. 1889—Wreck of the British ship *Anglo-Indian* near Tamsui; Captain and 13 of the crew drowned. 1890—Messrs. Henry and Victor Roque, Captain Roze, Mr. Costa, and Messrs. Roque's Compadre attacked by pirates at Dongrieng, Tonquin; Captain Roze murdered and the rest of the party were taken prisoners and held for ransom until 7th March. 1896—National Reform Committee arrested at Johannesburg. 1897—The diamant British barque *West York* sold at auction for \$5,800.

TO-MORROW. Saturday, 7th January, 1899. Chinese—26th of 11th moon of 25th year of Kwang-shi. High water—Morning 4hr. 5min. Afternoon 4hr. 28min. Low water—Morning 9hr. 12min. Afternoon 6hr. 0min. ANNIVERSARIES. 1558—Calais lost. 1697—Swan R. W. Australia discovered. 1841—Forts at Chuenpi taken with great slaughter. 1889—Northamptonshire Regiment left Hongkong. 1896—Japanese Government handed Port of Arthur over to the Chinese. H.M.S. *Caroline* left for England. 1897—The Mansion House Indian Famine Fund opened.

SHIPPING AND MAIL NEWS. MAILS DUE. Indian (*Chelodya*) to-morrow. Australian (*Changsha*) to-morrow. English (*Bongal*) to-morrow. Australian (*Guthrie*) 8th inst. Indian (*Lightning*) 10th inst. German (*Preussen*) 11th inst. Australian (*Kaiserin Maria*) 16th inst. American (*City of Peking*) 20th inst. American (*Gauche*) 21st inst. Canadian (*Empress of India*) 23rd inst.

THE Canadian Pacific Railway Co's steamer *Empress of India* left Vancouver for Hongkong via usual ports of call on Monday afternoon, the 2nd instant.

THE Nippon Yusen Kaisha's steamer *Hinichi Maru* (Europe Line) left Singapore for this port yesterday, the 5th, and is expected to arrive here on the 11th instant.

THE Nippon Yusen Kaisha's steamer *Kasuga Maru* (Australia Line) left Thursday Island for this port yesterday, the 5th, and is expected to arrive here on the 16th instant.

HONGKONG AND WHAMPOA DOCK RETURNS. *Idoro Pons* at Kowloon Dock. *H.J.G.M.S. Kaiser* " " *Hyogo* " " *H.J.G.M.S. Mowee* " " *H.J.G.M.S. Gefion* " " *Ask* " " *H.J.G.M.S. K. Ala* " " *Atellan* " " *Isa de Cuba* " " *Isa de Luzon* " " *Amigo* " " *Oso* " " *Yuen-sang* " " *Canton* " " *Freij* " " *Honam* " Cosmopolitan *Fatshan* " " *Paranita* " Aberdeen

PASSED THE CANAL. Outward—Dec. 6th *Tantalus*; Dec. 9th *Sikh*, *Sacaton*, *Platinar*; Dec. 13th *Patrolus*, *Noruan* (Isle); Dec. 16th *Sarnia*, *Vine*, *Branch*; Dec. 20th *Glensky*, *Prussen*, *Ettrickdale*; Dec. 23rd *Wenington*, *Hall*, *Tonkin*; Dec. 27th *Manila*. Homeward—Dec. 27th *Beunohr*, *Oepack*.

TO BE LET.

TO LET. SEMI-DETACHED VILLA RESIDENCES on Bowen Road (now in course of erection.) PROPERTY now occupied by the Bowington Saw Mills. FLOOR in STATION and ELGIN STREETS. "BAHAR LODGE" No. 4, RIFON TERRACE, Apply to. THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd. Hongkong, 16th November, 1898. [12]

Consignees.

"BEN" LINE OF STEAMERS. NOTICE TO CONSIGNEES. STEAMSHIP "BENLEDI" FROM ANTWERP LONDON AND SINGAPORE.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Hongkong and Kowloon Wharf and Godown Company's Godowns whence and/or from the wharves delivery may be obtained. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 11th instant, will be subject to rent. All Claims against the Steamer must be presented to the Underwriter on or before the 18th instant, or they will not be recognized. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 10th instant at 4 P.M. No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents. Hongkong, 4th January, 1899. [17a]

Masonic. VICTORIA PRECEPTORY. A REGULAR MEETING of the VICTORIA PRECEPTORY will be held at the FREEMASONS' HALL, Zetland Street, on SATURDAY, the 14th instant, at 8.30 for 9 p.m. precisely. Visiting Sir Knights are cordially invited to attend. Hongkong, 5th January, 1899. [20a]

Shipping. STEAMERS. "BEN" LINE OF STEAMERS. FOR NAGASAKI, KOBE & YOKOHAMA. THE Steamship "BENLEDI" Captain Farquhar, will be despatched as above TO-MORROW, the 7th instant, at 4 P.M. For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents. Hongkong, 3rd January, 1899. [13a]

"MOGUL" LINE OF STEAMERS. FOR SHANGHAI, KOBE & YOKOHAMA. THE Steamship "SIKH" Captain Rowley, will be despatched as above TO-MORROW, the 7th instant, at 4 P.M. For Freight or Passage, apply to DODWELL & Co., Ltd. Agents. Hongkong, 3rd January, 1899. [5a]

CHINA NAVIGATION COMPANY, LIMITED. FOR AMOY AND JAVA. THE Company's Steamship "KWEIYANG" Captain Outbridge, will be despatched as above SUNDAY, the 8th instant, at Daylight. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, 4th January, 1899. [16a]

DOUGLAS STEAMSHIP COMPANY, LIMITED. FOR SWATOW, AMOY AND TAMSUI. THE Company's Chartered Steamship "TAICHOW" Captain Primrose, will be despatched as above SUNDAY, the 8th instant, at Daylight. For Freight or Passage, apply to DOUGLAS, LAURIE & Co., General Managers. Hongkong, 5th January, 1899. [23a]

CHINA NAVIGATION COMPANY, LIMITED. FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE. THE Company's Steamship "TSINAN" Captain Ramsay, will be despatched as above MONDAY, the 9th instant, at 3 P.M. The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage. A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric light. M.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the EASTERN AND AUSTRALIAN S.S. Co. and vice versa. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, 4th January, 1899. [14a]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED. FOR MANILA. THE Company's Steamship "TAI LEE" Captain H. Kock, will be despatched as above MONDAY, the 9th instant, at 5 P.M. This Steamer has Accommodation for Passengers. For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers. Hongkong, 5th January, 1899. [21a]

OCEAN-STEAMSHIP COMPANY. FOR LONDON VIA SUEZ CANAL. THE Company's Steamship "DIOMED" Captain Bartlett, will be despatched as above on TUESDAY, the 10th January. For Freight, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, 30th December, 1898. [154]

MOGUL-WARRACK-MILBURN LINE. FOR NEW YORK VIA SUEZ CANAL. THE Steamship "COMMONWEALTH" will be despatched for the above port on or about the 20th January, 1899. For Freight, apply to SHEWAN, TOMES & Co., Agents. Hongkong, 29th December, 1898. [1532]

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE. FOR NEW YORK (DIRECT). THE Steamship "KENMORE" Captain Ellis, will be despatched as above on or about the 8th February. For Freight, apply to CARLOWITZ & Co., Agents. Hongkong, 3rd January, 1899. [10a]

Entertainment. THEATRE ROYAL. CITY HALL. THE HONGKONG AMATEUR DRAMATIC CLUB will produce a Pantomime entitled, "THE YELLOW DWARF" or "HARLEQUIN THE KNAVE OF HEARTS," and the FAIR PRINCESS. On the following dates:—TO-MORROW, 7th January, 1899. MONDAY, 8th " WEDNESDAY, 11th " SATURDAY, 14th " The TICKET OFFICE at the Theatre will be OPENED on THURSDAY, the 22nd Dec., at 10 A.M. and Seats can be booked from 10 A.M. to 4 P.M. every day; SUNDAYS and GENERAL HOLIDAYS excepted. DOORS OPEN EACH EVENING, at 8 P.M. PERFORMANCE at 8.30 PRECISELY. Stalls and Dress Circle 5s Pit 1 Half Price to Soldiers and Sailors in uniform to the Pit. Late Trains to the Peak a quarter of an hour after fall of the curtain. E. W. MITCHELL, Hon. Secretary. Hongkong, 5th January, 1899. [1440]

Auction. PUBLIC AUCTION. THE Undersigned has received instructions to sell by PUBLIC AUCTION, TO-MORROW (SATURDAY), the 7th January, 1899, Commencing at 2.30 P.M. at his SALES ROOMS, Zetland Street, No. 2, A LARGE QUANTITY OF USEFUL HOUSEHOLD FURNITURE. Comprising:—DRAWING ROOM SUITES, WARDROBES, OVERTURNABLES, SIDEBOARDS, DESKS, CENTRE-TABLES, SIDE-TABLES, EXTENSION DINING TABLES, WHATNOTS, CHAIRS, WASHING-STANDS, TOILET-TABLES, CARPETS, PICTURES, CLOCKS, ORNAMENTS, GLASS, PLATED & CROCKERY-WARE, &c., &c., &c. Also A few pieces of CANTON CARVED BLACKWOODWARE. 2 COTTAGE PIANOS. 1 GENTS' and 1 LADY'S BICYCLE. Catalogues issued Prior to Sale. On View at the Undersigned's. TERMS OF SALE:—As customary. PAUL BREWITT, Auctioneer. Hongkong, 4th January, 1899. [19a]

Intimations. BELILIOS PUBLIC SCHOOL. THE above School will RE-OPEN on MONDAY, the 9th instant. Mrs. BATEMAN, Head Mistress. Hongkong, 5th January, 1899. [22a]

MITSUBI RUSSAN KAISHA. No. 6, Ice House Street, Praya Central. Head Office—TOKIO. Branch Offices:—LONDON, NEW YORK, BOMBAY, SINGAPORE, SHANGHAI, TIENTSIN, NEWCHANG and all Ports in JAPAN. Agencies:—Miki Coal Mines, Ohmura Coal Mines, Kanada Coal Mines, Tokyo Marine Insurance Co., Limited, Meiji Fire Insurance Co., Limited, Imperial Government Paper Mills, Japan, Cotton Cleaning and Wkg. Co., Shanghai, Onoda Cement Company, Japan, Kanagatuchi Cotton Spinning Mill, Japan, The Miki Cotton Spinning Mill, Limited, Tokyo Cotton Spinning Mill, Japan, Hayashi Clock Factory. Hongkong, 11th December, 1898. [45]

WORTH A GUINEA A BOX. BEECHAM'S PILLS. FOR ALL BILIOUS AND NERVOUS DISORDERS SUCH AS SICK HEADACHE, CONSTIPATION, WEAK STOMACH, IMPAIRED DIGESTION, DISORDERED LIVER AND FEMALE AILMENTS. ANNUAL SALE SIX MILLION BOXES. 50 Cents per Box. Prepared only by the Proprietor:—THOMAS BEECHAM, St. Helens, England. SOLE AGENTS for HONGKONG and the EMPIRE OF CHINA:—WATKINS & CO., APOTHECARIES' HALL, 66, Queen's Road Central, Hongkong. [38]

F. CAZANOVE, BORDEAUX. GOLD MEDALS. Bordeaux, 1892. Paris, 1893. LIQUOR OF THE REVEREND FATHER A. NERMANN. This LIQUOR is employed with success to cure the PURGES of the STOMACH and FACILITY of the DIGESTION. OF THE REVEREND FATHER A. NERMANN. M.R.S. of Dr. GOLLZ. CREME DE MANDARINE. ANISEET SUPERFINE. Apply to Messrs. DODWELL, CARILL & Co., Hongkong, and Agents for LAENDLER & Co., Paris.

DENTISTRY. SUI SANG. (Lately Practising with Dr. I. SAKATA), DENTIST. No. 6, Queen's Road Central, Hongkong, 4th January, 1899. [18a]

Intimations. GRACA & Co. DEALERS IN ASIATIC AND FOREIGN POSTAGE STAMPS. HONGKONG HOTEL. Packet of STAMPS for CHRISTMAS PRESENTS, HAND PAINTED POST CARDS of Chinese Life, the most suitable CHRISTMAS SOUVENIRS, ALBUMS, CATALOGUES and all other PHILATELIC REQUISITES. Prices to suit all Customers. Hongkong, 17th December, 1898. [1487]

THE MUTUAL STORES. 26, 28 & 30, POTTINGER STREET. THE BEST VALUE IN THE COLONY FOR GROCERIES AND PROVISIONS. Hongkong, 30th December, 1898.

F. BLACKHEAD & CO., SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS. PRAYA CENTRAL HONGKONG. SOAP MANUFACTURERS. SOLE AGENTS FOR HARTMANN'S RAHTIEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES, &c., &c., &c. Sole Agents for FERGUSON'S SPECIAL CREAM WHISKY, &c. EVERY KIND OF SHIPS STORES AND REQUISITES ALWAYS IN STOCK. REASONABLE PRICES. Hongkong, 14th January, 1899. [19]

Intimations.

NIPPON YUSEN KAISHA.

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PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
HITACHI MARU	(YOKOHAMA, KOBE, KURE, and MOJI)	THURSDAY, 12th January, at 4 P.M.
TENSHIN MARU	KOBE and YOKOHAMA	THURSDAY, 12th January, at 4 P.M.
KAGOSHIMA MARU	KOBE and YOKOHAMA	THURSDAY, 19th January, at 4 P.M.
R. Nanome	NAGASAKI, KOBE, and YOKO-	THURSDAY, 19th January, at 4 P.M.
KASUGA MARU	HAMA	THURSDAY, 19th January, at 4 P.M.
E. W. Haswell	(SHANGHAI, CHEMULPO, and NAGASAKI)	FRIDAY, 20th January, at 4 P.M.
SAGAMI MARU	(MARSEILLES, LONDON, and AN-	FRIDAY, 20th January, at 4 P.M.
ISUMA MARU	WERI, via SINGAPORE, PENANG, COLOMBO and PORT SAID.	SUNDAY, 22nd January, at Daylight.
W. Bainbridge	(SEATTLE, (WASH., U.S.A.) via KOBE, YOKOHAMA, and VICTORIA, B.C.)	THURSDAY, 26th January, at 4 P.M.
KISSHI MARU	(THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY, and MELBOURNE)	FRIDAY, 27th January, at 4 P.M.
W. Brady		
TOKIO MARU		
J. H. Murray		

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA, Manager.

Hongkong, 6th January, 1899.

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Sole Agents for China,
LUTGENS, EINSTAMANN & Co.
Hongkong, 11th September, 1896. [19]

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Bank Buildings.
Hongkong, 9th March, 1897. [11]

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Hongkong, 22nd September 1898. [45]

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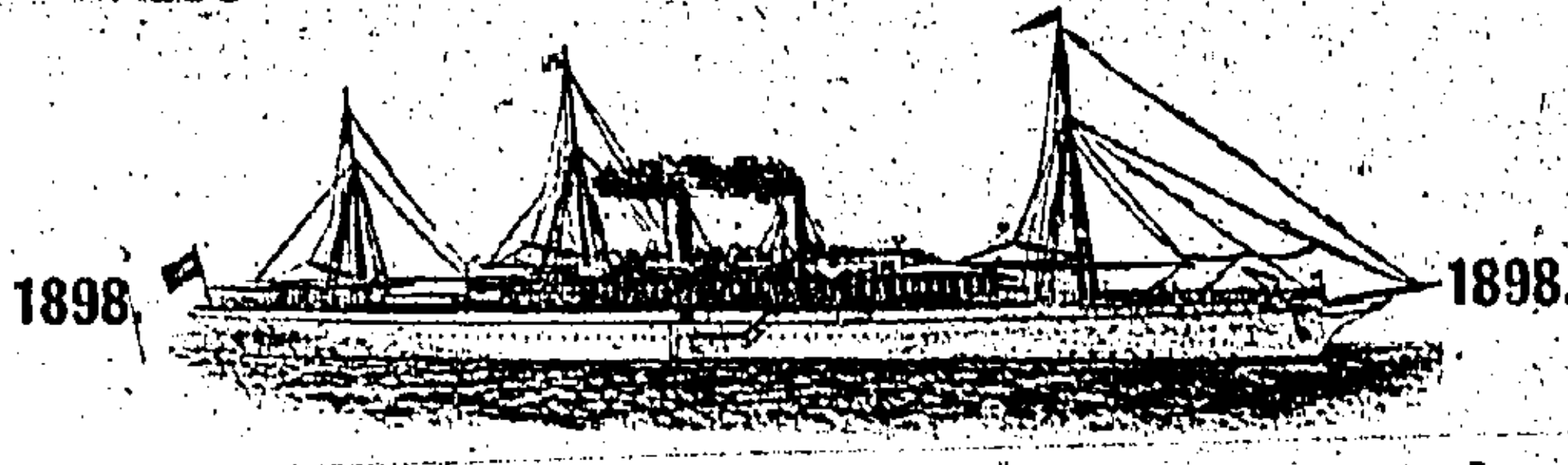
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THE LEADING CATERERS.
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LIQUORS to all others.
THE GRILL ROOM.
Hongkong, 1st September, 1897. [39]

SIEN TING,
SURGEON DENTIST,
No. 10, D'AGUIAR STREET.
TERMS VERY MODERATE.
Consultation free.
Hongkong, 27th September, 1898. [43]

Mails.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.

1898. SAFETY. SPEED. PUNCTUALITY. 1898.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 18th Jan., 1899

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 15th Feb., 1899.

EMPRESS OF JAPAN...Comdr. Geo. A. Lee, R.N.R...WEDNESDAY, 15th Mar., 1899.

THE magnificent Twin Screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal ports and ARROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months. SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Paddis Street. [5]

Hongkong, 21st December, 1898.

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, 14th Jan., 1899.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, 7th Feb., 1899.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, 4th March, at Noon.

THE Steamship

"AMERICA MARU," will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU, on SATURDAY, the 14th January, 1899, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.
Hongkong, 16th December, 1898. [1310]

SAILING VESSELS.

FOR NEW YORK.

THE "313 A. L. J. American Ship

Captain Adams, having arrived will load here for the above port, and will have quick despatch.

For Freight, apply to ARNHOLD, KARBERG & Co., Hongkong, 9th November, 1898. [1320]

FOR SAN FRANCISCO.

THE "100 A. L. British Bark

"QUEEN MARGARET," Faullner, Master, shortly expected here will load for the above Port, and will have quick despatch.

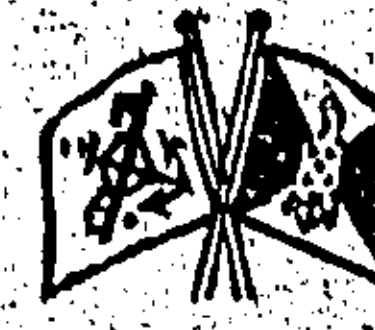
For Freight, apply to SHEWAN, TOMES & Co., Hongkong, 20th December, 1898. [1533]

Mails.

NORTH
GERMAN LLOYD.

(Freight Service.)

(Taking Cargo at through rates to AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS.)

HAMBURG
AMERICA LINE.

(East Asiatic Service.)

PROJECTED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
ASTURIA	HAVRE, HAMBURG & ANTWERP (About 14th Jan.)	Freight.
Hahn	(LONDON with transshipment in HAMBURG)	Passage.
D. RICKMERS	HAVRE AND HAMBURG (About 16th Jan.)	Freight.
Pape	(LONDON with transshipment in HAMBURG)	Passage.
SARNIA	HAVRE AND HAMBURG (About 15th Feb.)	Freight.
Ehlers	(LONDON with transshipment in HAMBURG)	Passage.

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

Calling at NAPLES for Passengers only, if sufficient inducement offers.

For further particulars as to Freight, Passage, &c., apply to CARLOWITZ & Co., Agents, [981]

Hongkong, 27th December, 1898.

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO VIA INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to Japan Ports and HONOLULU, THE UNITED STATES, MEXICO, CENTRAL & SOUTH AMERICA, &c.

Carlisle City.....[3,002] Jan. 15

Garmarthenshire [2,929] Feb. 14

THE Steamship

"CARLISLE CITY," will be despatched for SAN DIEGO VIA NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU, on or about the 15th January.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the OFFICE until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents, Hongkong, China and Japan. Hongkong, 6th November, 1898. [1330]

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, 21st Jan., at Noon.

China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Thursday, 16th Feb., at Noon.

City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, 14th March, at Noon.

THE U. S. Mail Steamship

"CITY OF PEKING," will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA & HONOLULU, on SATURDAY, the 21st January, at Noon, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.
Hongkong, 6th January, 1899. [1]

NORDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEED, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN AND HAMBURG, PORTS IN THE LEVANT.

ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW LEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION.)

Preussen.....[Wednesday] 1st Feb.

Sachsen.....[Wednesday] 1st March.

Bayern.....[Wednesday] 19th March.

Prins Heinrich.....[Wednesday] 26th April.

Preussen.....[Wednesday] 22nd May.

ON WEDNESDAY, the 1st day of February, 1899, at 9 A.M., the Company's Steamship "PREUSSEN," Captain C. Heintze, with MALES PASSENGERS SPECIE, & CARGO, will leave this Port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till Noon on MONDAY, the 30th instant. Cargo and Specie will be received on board until 5 P.M. on TUESDAY, the 1st instant, and Parcels will be received at the Agency's Office until Noon on TUESDAY, the 31st instant. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

For further Particulars apply to MELCHERS & Co., Agents, Hongkong, 6th January, 1899. [172]

Printed and published by ETHELBERG FORBES, SKETCHLEY, at No. 6, Paddis Street, in the City of Victoria, Hongkong.